

# Arizona Multimodal Freight Analysis

## Technical Advisory Committee Meeting Minutes

Tuesday, December 11<sup>th</sup>, 2007

3<sup>rd</sup> floor meeting room of the ADOT Administration Building, 206 S. 17th Avenue



### TAC Attendees:

Dianne Kresich, ADOT

Mark Meyers, ADOT

Al Altuna, PAG

Ken Hall, MAG

Jermaine Hannon - FHWA

### Consultant Staff

Mark Berndt, WSA

Pam Keidel-Adams, WSA

Rob Bohannon, Lima Associates

### Introductions and Pre-presentation Discussions

Dianne Kresich ADOT Project Manager provided a summary update of the Multimodal Freight Analysis project. Ms. Kresich noted that Technical Memorandum #1 represented an analysis of the freight demand on Arizona's transportation systems, while Technical Memorandum #2 examines the supply of public and private transportation infrastructure available in Arizona to serve the demand. Ms. Kresich noted that initially she had anticipated that Tech Memo #2 would contain more information about infrastructure conditions, such as level of service (LOS). In her discussions with Mark Berndt the consultant project manager, it was suggested that LOS and other condition information be presented as part of Tech Memo #3, which will focus on infrastructure needs and performance measurement. Ms. Kresich asked the TAC members to think about that suggestion as a discussion of Tech Memo 3 and the final report would occur after the summary presentation of Tech Memo #2. Ms. Kresich requested that any TAC comments on Tech Memo #2 be submitted no later than December 21.

Ms. Kresich noted that the Arizona Long Range Transportation Plan (LRTP) was now getting underway; and the freight analysis study will provide input into the LRTP through the freight planning framework under development.

Ms. Kresich announced that the Engaging Private Sector Workshop to be hosted by ADOT has been scheduled for February 20, 2008. There is no fee to attend the workshop which will be held at the ADOT Human Resource Development Center, located at 1130 N. 22<sup>nd</sup> Ave. On the day after the workshop, ADOT will also be hosting a Freight Peer to Peer (P2P) Exchange. The P2P meeting will involve a day long discussion with other states that have engaged the private sector in their planning process through the creation of a Freight Advisory Committee or Group. FHWA has invited participants from the Colorado Department of Transportation (CDOT) and the Oregon Department of Transportation (ODOT) to participate.

A member of the TAC questioned whether ADOT and FHWA had considered inviting someone from the Puget Sound Regional Council, the MPO of Seattle to participate since the PSRC has had an active Regional Freight Committee for many years.

Jermaine Hannon from FHWA responded to the question by explaining the reasoning for inviting ODOT and CDOT to participate. In particular, CDOT was chosen due to the comparable circumstances with the status of freight planning at ADOT, i.e. neither ADOT or CDOT has a dedicated freight champion or freight planning staff, yet CDOT has an active committee that is working well. Oregon has one of the longest standing statewide freight advisory committees in the nation, and that over time the role of the Oregon Freight Advisory Committee (OFAC) has continued to evolve its role in the freight planning process in Oregon.

### **Summary Presentation of Technical Memorandum #2: (Attached)**

Key discussion points during the presentation:

- A key outcome of the study is the identification of needs - the thematic slide representing freight related investment needs was discussed.
- The maps and data regarding percentage of trucks was also discussed with respect to missing segments. Rob Bohannon from Lima Associates explained that only route segments with more than 600 commercial vehicle per day were included, but Lima would revise the maps to include all segments.
- Designated NHS Intermodal connector routes were also discussed. While Arizona has designated about 20 routes - only two are likely to carry any commercial vehicle traffic.
- Truck crash data was also discussed. The report presents crash rates for six years of cumulative data. When individual years were examined the relatively overall small number of commercial vehicle crashes resulted in wide variations in crash rates. However the annual crash rate data will be added as an appendix to the report.
- During the discussion of truck parking, Mark Berndt explained that the I-10 corridor group was considering making a grant application under the Corridors of the Future Program. Jermaine Hannon of FHWA noted that two rest areas on I-10 are in critical condition; and should be addressed in the I-10 COF application.

Following the presentation there was a general discussion among TAC members regarding Tech Memo #2. The overriding comments was that the document needed an executive summary of sorts at the beginning of the document that pointed to needs across each of the modes.

### **Discussion of Tech Memo #3**

Mark Berndt noted that Technical Memorandum #3 is where the "gaps" between the demand (Tech Memo #1) and supply (Tech Memo #2) or needs of the Arizona freight system will be brought to light. The needs will be discussed within the context of a planning framework that looks at both economics and transportation.

Another major element of Tech Memo #3 will be an examination of appropriate performance measures.

It is the consultant's understanding that while the identified "needs" may not be stated as specific projects - they may be considered as representative types of projects to accommodate future freight needs.

Next meeting will tentatively be the end of March, but will depend on whether the framework is ready for TAC input and comment.